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PHOTOGRAPHIC INTERPRETATION REPORT

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**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
10-16 NOVEMBER 1966**

NPIC/R-375/66
NOVEMBER 1966

SUMMARY NO 28

Declass Review By NIMA/DOD

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WARNING

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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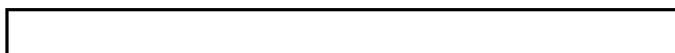
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CHINA

Ko-chiu Meng-tzu

Pu-erh

Ha Giang

Cao Bang

Nan-ning

Yu-lin

BURMA

Ta-lo

Phong Saly

Muong Luong Nam Tha

Dien Bien Phu

Lai Chau

Lao Cai

NORTH VIETNAM

Lang Son

Thai Nguyen

HA NOI

Hai Phong

Mong Cai

Hai-an

Muang Chiang Rai

Muang Nan

Luang Prabang

Samneua

1

Muong Sen

Khanh Hoa

Tung-hai-tan

HAI-NAN TAO

Huang-liu

Yu-lin

LAOS

VIENTIANE

Pak Sane

Lak Sao

Muang Nakhon Phanom

Phakhek

Vinh

Imoperable

Mu Gi

2

Dong Hoi

Ben Quang

Demarcation line

Quang Tri

Hue

Saravane

Da Nang

3

Attapeu

Kontum

Pleiku

An Nhon

4

Kratie

Stung Treng

Ban Me Thuot

Da Lat

PHNOM PENH

Svay Rieng

SAI GON

Vung Tau

Phan Thiet

Long Xuyen

Sa Dec

Vinh Long

Can Tho

Vinh Loi

Quan Long

CON SON

THAILAND

Muang Phitsanulok

Muang Nakhon Sawan

Nakhon Ratchasima

Prachin Buri

Samut Songkhram

Chachoengsao

Sisophon

Battambang

Pursat

INDOCHINA

INDOCHINA

National capital

International boundary

Railroad

Road

0 50 100 150 Miles
0 50 100 150 Kilometers

NAMES AND BOUNDARY REPRESENTATION
ARE NOT NECESSARILY AUTHORITY

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1. Tracked-vehicle Driver-training Course, Route 65, Laos

A tracked-vehicle driver-training course is located immediately north of Route 65 at 20-19N 104-24E (UTM VH378477), approximately 20 nm east-southeast of Samneua (Figure 1). The course, which is joined to Route 65 at UTM VH377473 by a 0.2-nm access road, consists of two irregularly shaped interconnecting tracks approximately 400 feet and 550 feet long. The track throwout and probable alignment markers are typical of tracked-vehicle driver-training courses, and the level of track activity has significantly increased from [REDACTED]. A figure-eight driving track approximately 200 feet long is located immediately north of Route 65 at UTM VH381472, but is probably used only for wheeled vehicles. Although evidence of bulldozing activity is observed at UTM VH376479, UTM VH377474, and UTM VH380471, it is improbable that the driver-training course is used to train bulldozer operators. Lugged-vehicle tracks were observed on photography of [REDACTED] on a 1.2-nm segment of Route 65 from UTM VH392471 to UTM VH417466.

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[REDACTED]
NPIC Cable Cite 9035, DTG 110013Z, Nov 66
NPIC Briefing Board L-2269

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[REDACTED]

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LAOS

ROUTE 6

**NORTH
VIETNAM**

SAMNEUA

**TRACKED-VEHICLE
DRIVER-TRAINING
COURSE**

ROUTE 65

ROUTE 6

AMS SERIES JOG(A) 1501
SHEET NF 48-11
1ST EDITION JUNE 1965
SCALE 1:250,000

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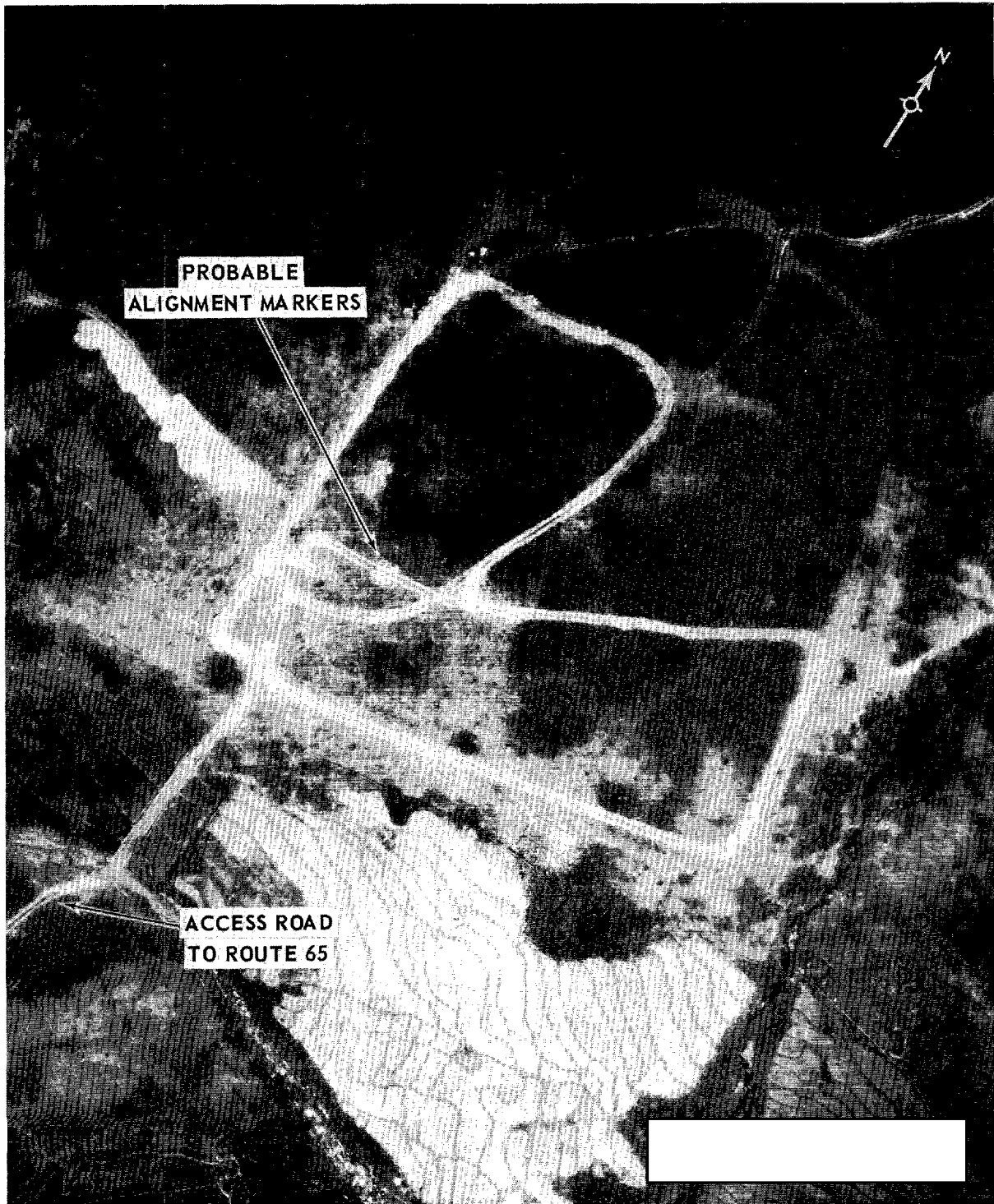


FIGURE 1. TRACKED-VEHICLE DRIVER-TRAINING COURSE, ROUTE 65, LAOS

NPIC L-2280 (11/66)

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2. Road Conditions, Routes 23 and 911, Laos

Although generally serviceable, the Route 23/911 road network between 17-30N 105-43E (UTM WE761350) and 17-05N 105-55E (UTM WD982898) shows no evidence of recent vehicular activity. The multiple river crossings of the Se Bang Fai (river) near Ban Pakphanang are all inactive, and interdictions at UTM WE765296 (Figure 2) have not been by-passed. In the numerous areas of interdiction spoil and heavy weathering throughout the road system, no vehicle tracks have been observed. A well used foot trail which generally follows the alignment of the road network indicates the relative disuse of the roads (Figure 3). The unserviceability of North Vietnam Route 15 north of the Mu Gia Pass, due to landslides and severe erosion from UTM WE827691 to UTM WE834672, also indicates that this supply route into the Laotian Panhandle is closed to through vehicular traffic. However, at least 32 personnel were observed engaged in road repairs on 2 Nov 66 on this segment of Route 15.

NPIC Cable Cites 9064, DTG 160111Z, Nov 66; 9068, DTG 160044Z, Nov 66

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MU GIA PASS

3 NM

**NORTH
VIETNAM**

ROUTE 23

ROAD NETWORK
IN DISUSE

LAOS

ROUTE 911

ROUTE 912

AMS JOG(A) 1501
SHEET NE 48-11
1ST EDITION OCT 1965
SCALE 1:250,000

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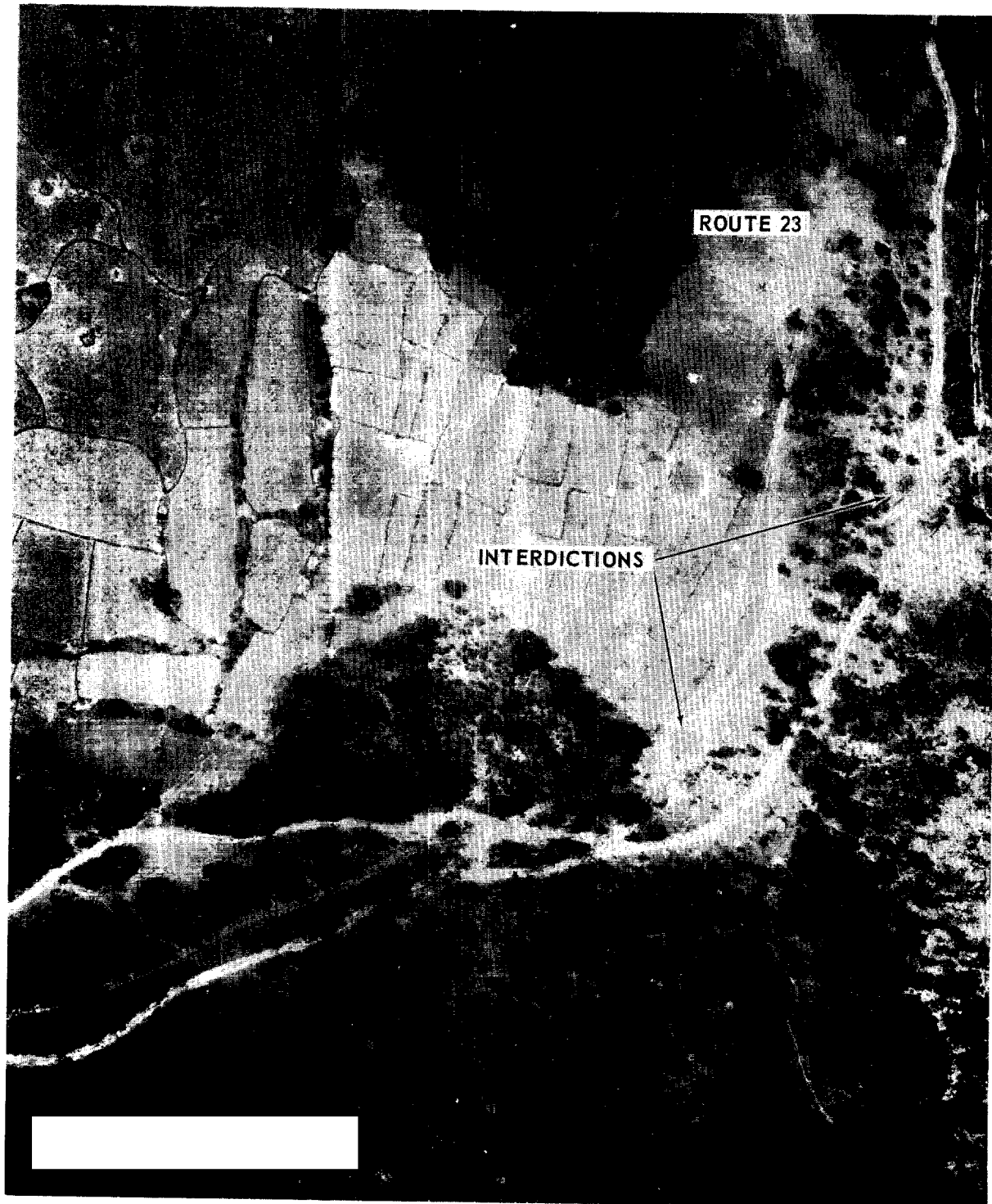


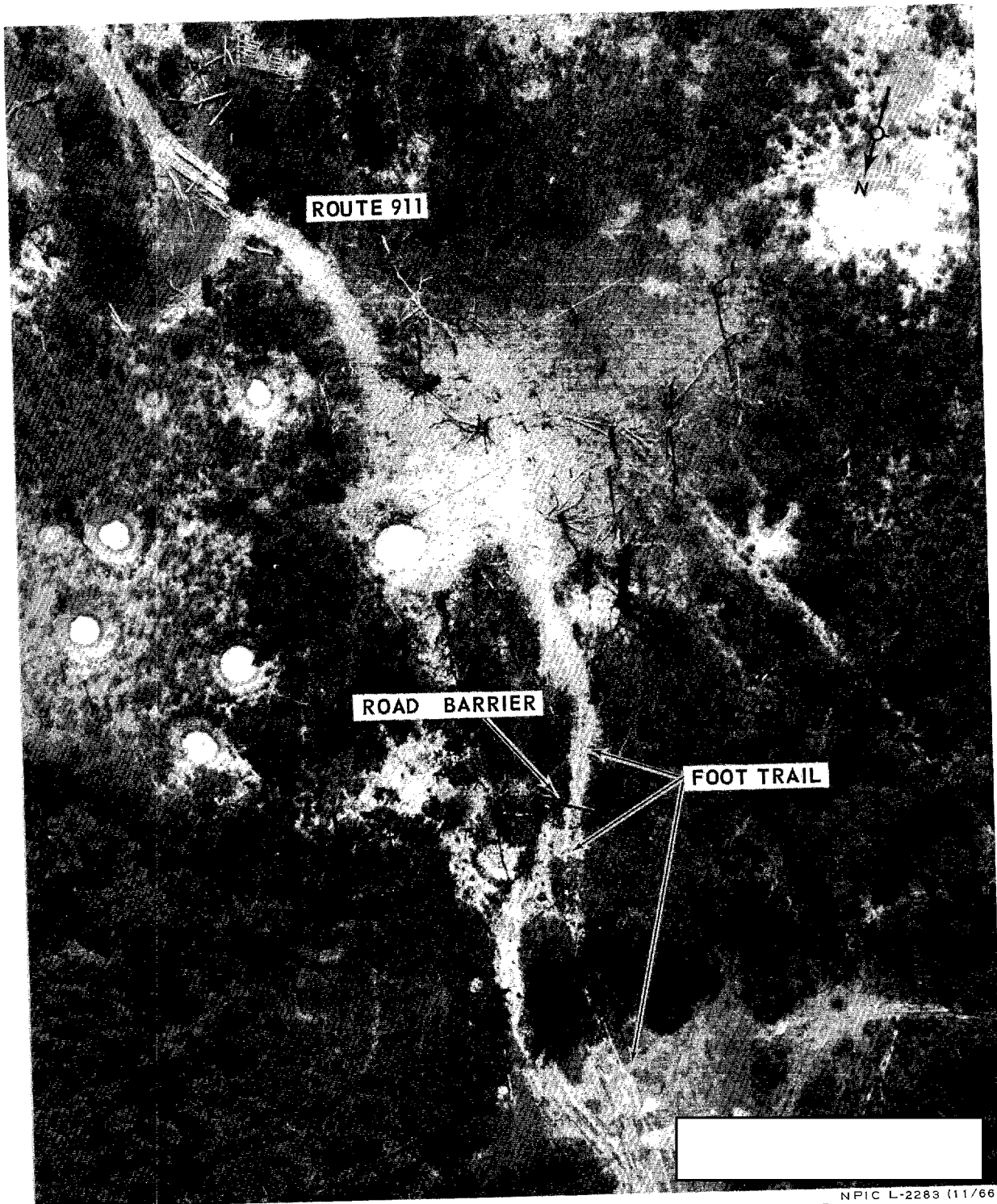
FIGURE 2. ROAD CONDITIONS (17-27N 105-43E), ROUTE 23, LAOS

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FIGURE 3. ROAD CONDITIONS (17-20N 105-43E), ROUTE 911, LAOS

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3. Road Conditions, Route 110, Laos

Route 110 is in disuse from 14-35N 106-36E (UTM XB734135) to 14-41N 107-09E (UTM YB324261). Sections of the road are overgrown and severely eroded (Figure 4). All of the fords, including the major one at UTM XB847186 (Figure 5), are apparently inactive. Interdictions at UTM XB762147 (Figure 6), UTM XB783168, and UTM XB846183 have not been repaired or by-passed.

NPIC Cable Cite 9052, DTG 150311Z, Nov 66
NPIC Briefing Board L-2274



FIGURE 4. ROAD CONDITIONS (14-41N 107-09E), ROUTE 110, LAOS

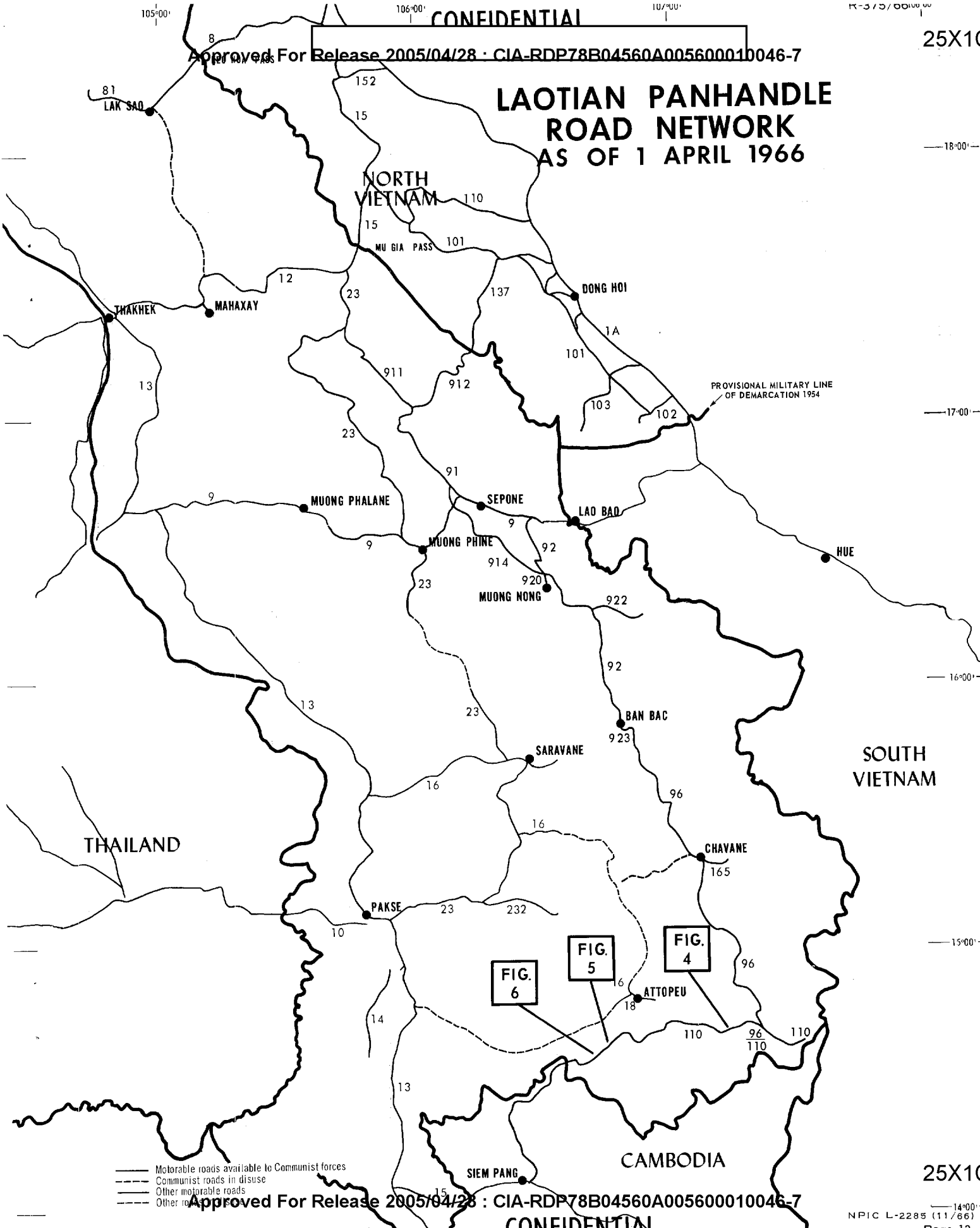
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LAOTIAN PANHANDLE ROAD NETWORK AS OF 1 APRIL 1966



- Motorable roads available to Communist forces
- Communist roads in disuse
- Other motorable roads
- Other roads

10 0 50
NAUTICAL MILES

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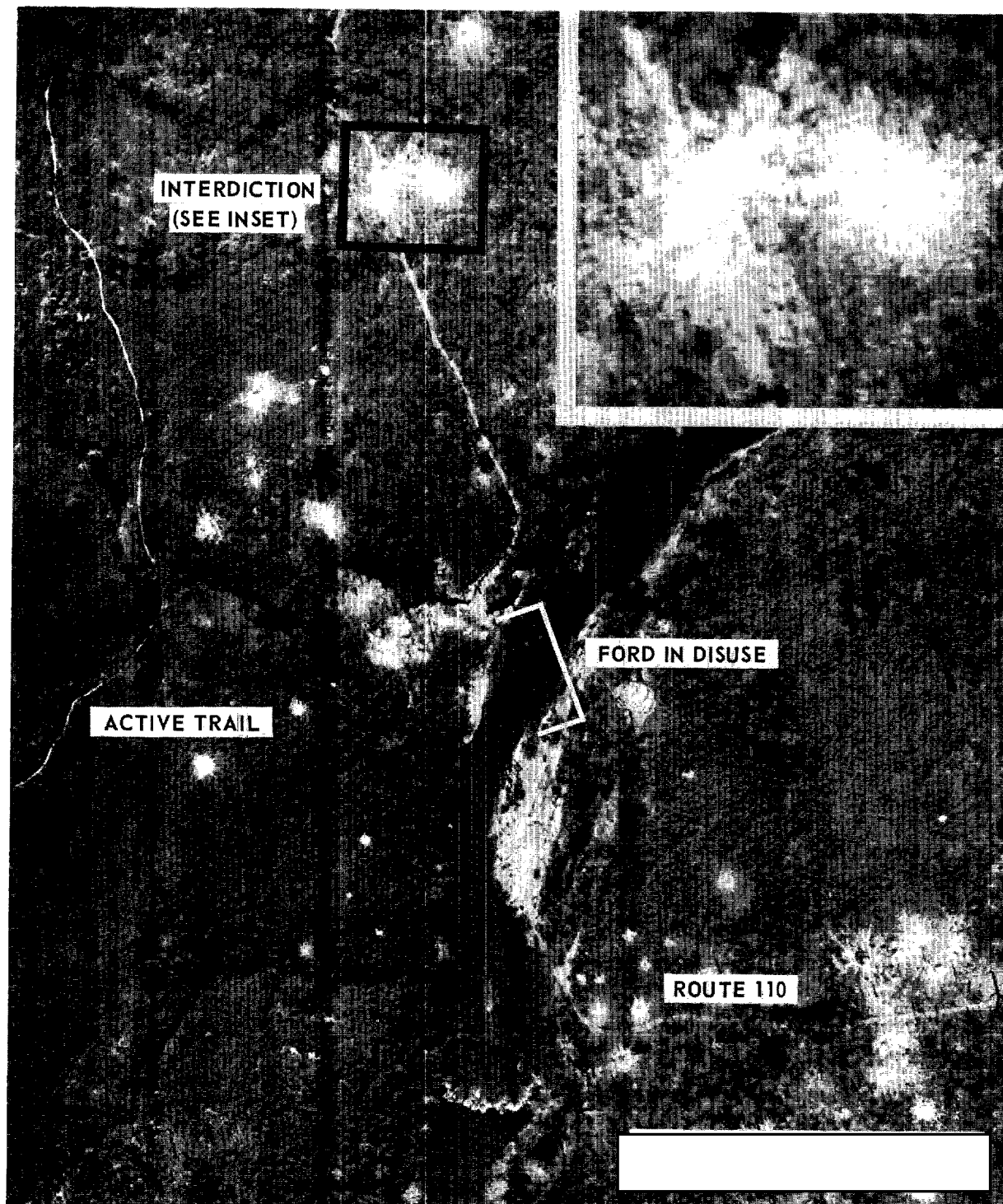


FIGURE 5. ROAD CONDITIONS (14-38N 106-42E), ROUTE 110, LAOS

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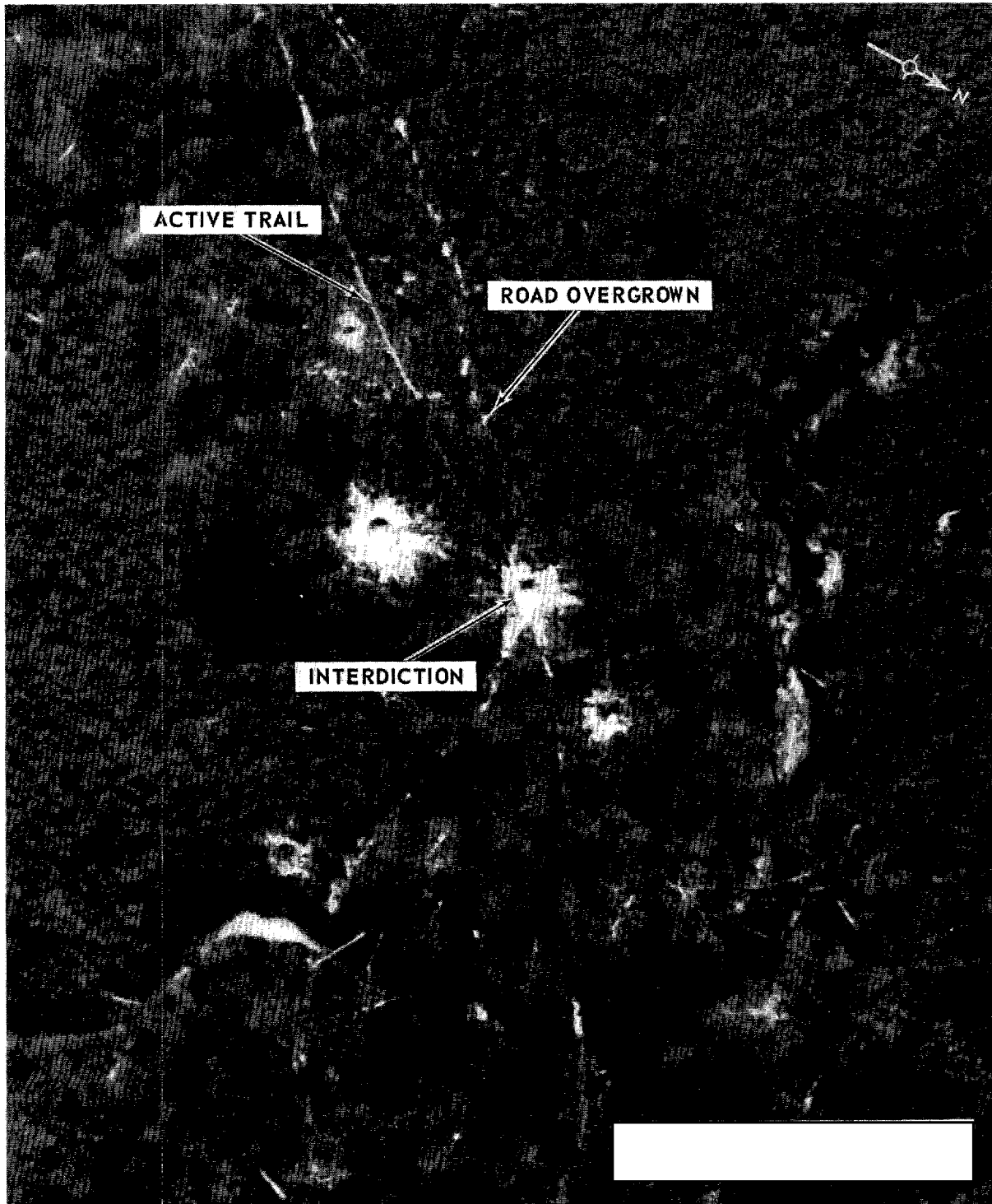


FIGURE 6. ROAD CONDITIONS (14-36N 106-38E), ROUTE 110, LAOS

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4. Suspect Insurgent Logistics Network, Kratie Province, Cambodia

A complex road and logistics network has been developed in Kratie Province, Cambodia, from 12-15N 106-00E to 12-20N 107-08E, apparently in support of numerous suspect insurgent camps near the Cambodia/South Vietnam border. A water-to-road transshipment point, a probable truck park, four probable storage/support facilities, and 23 suspect insurgent camps have been identified between the Mekong River, in the vicinity of Chhlong, and O Rang (see map, page 23).

A transshipment point and storage facility is located at UTM XU074525 on the Prek Chhlong (river), 1.2 nm south of the Mekong (Figure 7). The facility contains four large warehouses and 12 associated buildings, with a mooring area along the river bank. An unnumbered road originating at the facility extends east and junctions with Route 13 at UTM XU419600. Probable storage/support facilities are located along the road at UTM XU295570 and UTM XU120490 (Summary 20), and a probable truck park is located immediately west of the junction with Route 13 (Figure 8).

A probable storage/support facility is located on both sides of Route 13 near a possibly abandoned Cambodian military camp at UTM XU412617. At least 16 partially concealed buildings (10 shown on Figure 9) are dispersed in an area of heavy vehicular tracking. On [redacted] numerous unidentified crates and/or boxes were observed scattered throughout the area, and a truck convoy consisting of five camouflaged vehicles was observed at UTM XU532588, heading east on Route 13 (Figure 10).

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Twenty-three suspect insurgent camps have been identified in the vicinity of Route 131, Route 14, and newly constructed roads extending south to the Cambodia/South Vietnam border. (Twenty of these camps were previously reported in Summaries 20 and 26.) A newly constructed road extends from Route 14 at UTM YJ077412 southeast to UTM YU152375, a point within 0.5 nm of the Cambodia/South Vietnam border (Figure 11); a well used trail continues into South Vietnam to at least UTM YU158364. Numerous partially concealed buildings, which are dispersed generally along the road, are concentrated at UTM YU084412, UTM YU125390, and UTM YU150380.

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NPIC Cable Cite 9064, DTG 160111Z, Nov 66
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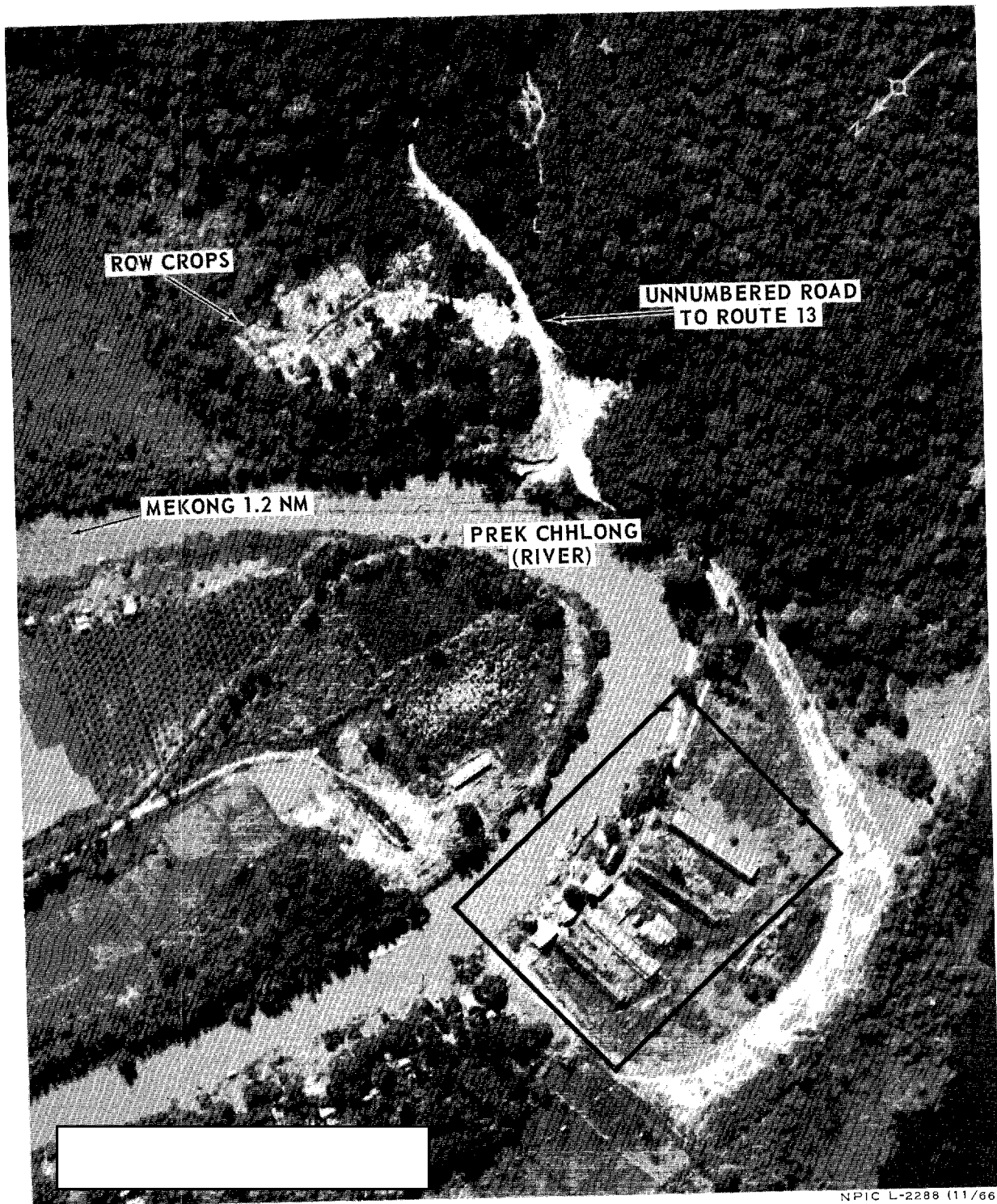


FIGURE 7. TRANSSHIPMENT POINT AND STORAGE FACILITY, CHHLONG AREA, CAMBODIA

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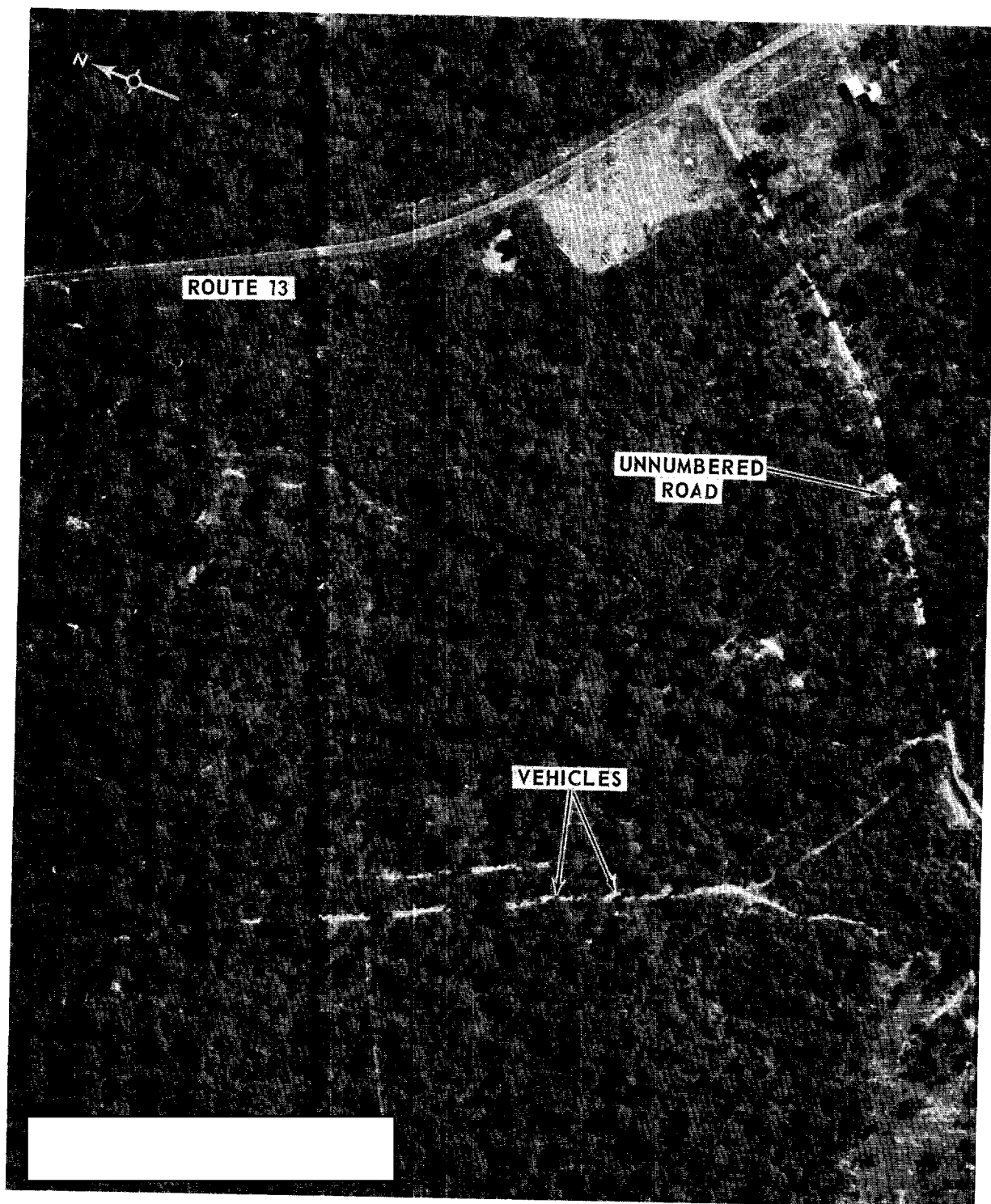


FIGURE 8. • PROBABLE TRUCK PARK, ROUTE 13, CAMBODIA

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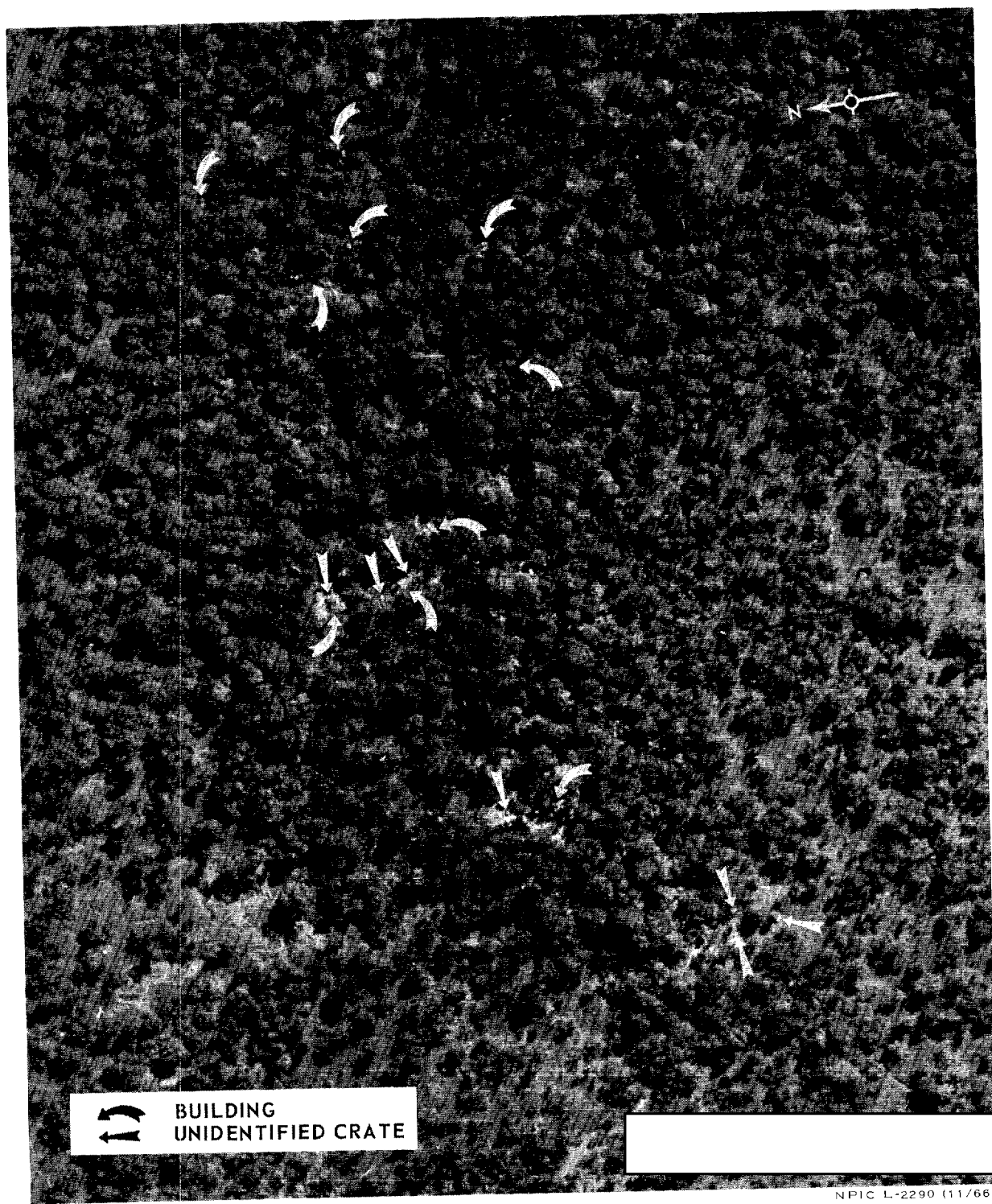


FIGURE 9. PROBABLE STORAGE/SUPPORT FACILITY, ROUTE 13, CAMBODIA

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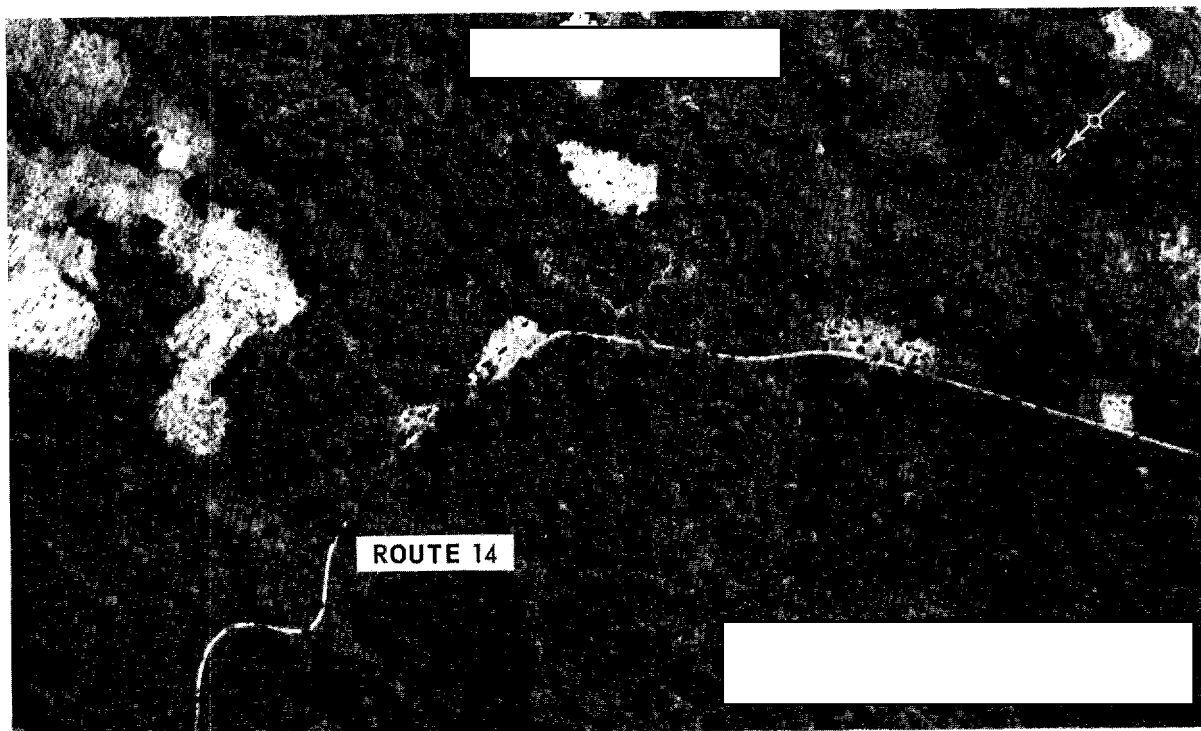
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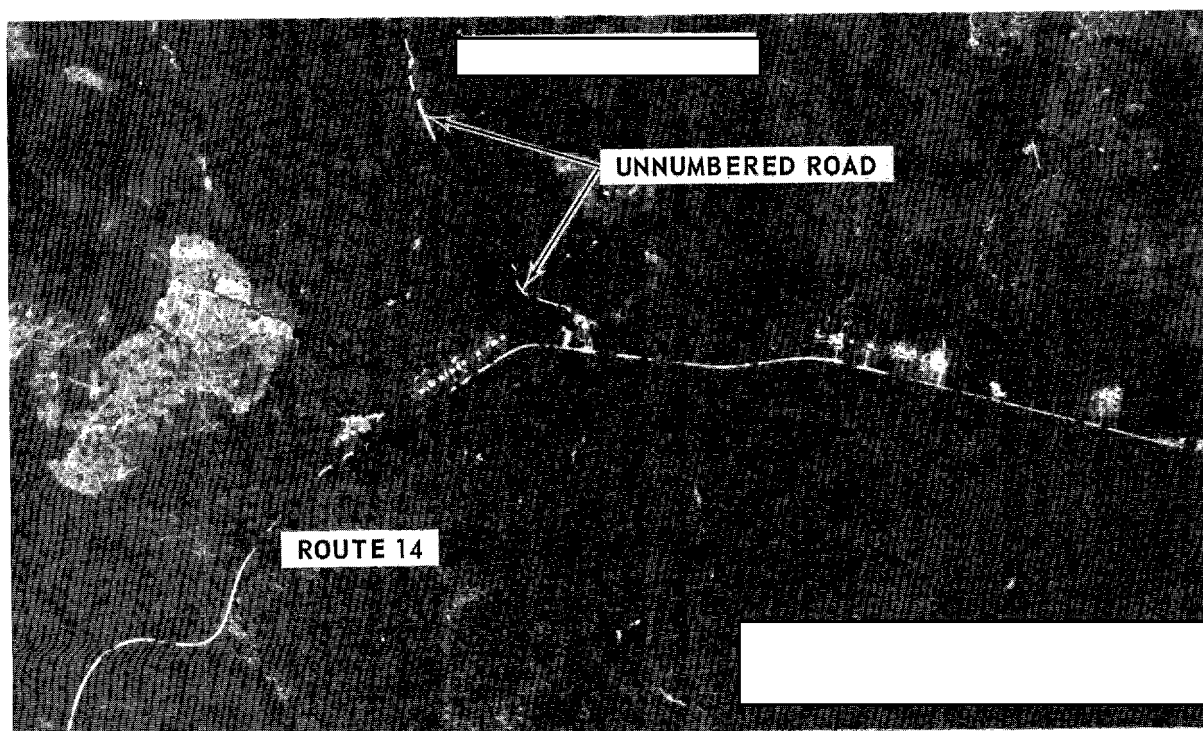
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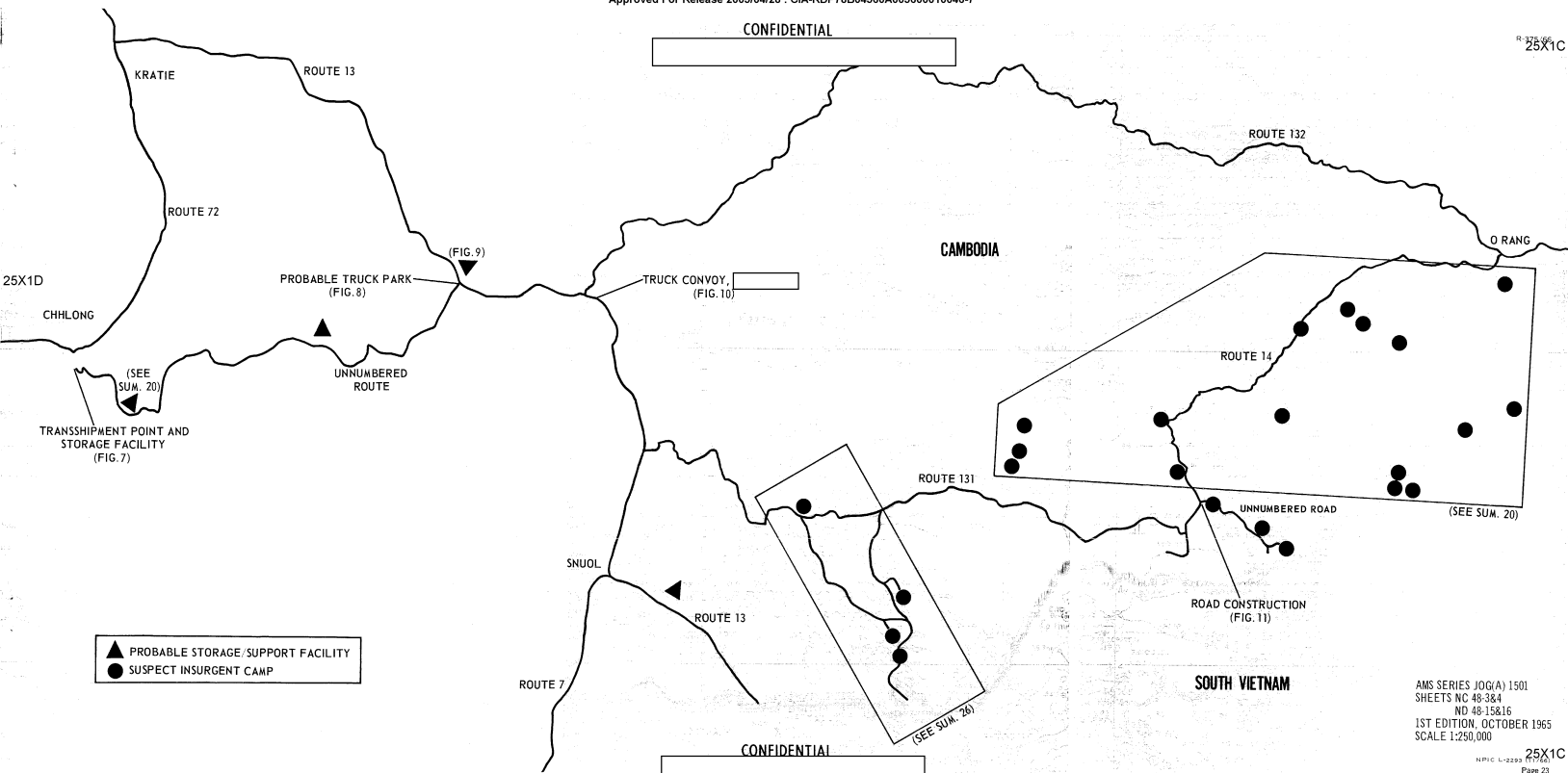
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NPIC L-2292 (11/66)
FIGURE 11. ROAD CONSTRUCTION, CAMBODIA/SOUTH VIETNAM BORDER AREA,
KRATIE PROVINCE, CAMBODIA

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